

CHAIRMAN COYLE: I think it's a good idea, and I would support that if the other commissioners would, but I'd go further than that. I'd send a letter to the Hispanic Affairs Advisory Board, and I would tell them that they have -- they have a choice, they can separate from Collier County government and have their own organization to lobby for whatever they want to lobby for, and they're perfectly -- they have every right to do that if they wish to, but they cannot do it under the guise of an advisory board to the County Commissioners. That's what an advisory board does, it advises the county commissioners about action to be taken. It doesn't independently take action without approval by the Board of County Commissioners.

Am I correct in that, David?

COMMISSIONER FIALA: Absolutely.

MR. WEIGEL: That's fine, and I appreciate that clarification. I look forward to working with Jim in that regard.

CHAIRMAN COYLE: Is that okay with all the other commissioners? Do we have three nods?

COMMISSIONER HALAS: Yep.

CHAIRMAN COYLE: Okay, good. Then we are breaking until five o'clock.

(A recess was taken.)

Item #10C

APPROVAL MULTIPLE ROAD CORRIDOR ALIGNMENT CONCEPTS IN THE NORTH BELLE MEADE AREA FOR LONG RANGE PLANNING PURPOSES, AND ALSO APPROVE MULTIPLE CORRIDORS TO BE USED IN THE SHORT TERM AS TRUCK HAUL ROUTES – MOTION TO ACCEPT STAFF'S RECOMMENDATIONS WITH MODIFICATION OF #4 TO INCLUDE CONNECTION OF WILSON BLVD. EXTENSION SOUTH TO I-75 (1ST CHOICE) AND CONNECTION TO

**EVERGLADES BLVD. (2ND CHOICE) – APPROVED –
RESOLUTION 2005-262 (PRESENTED TO CLERK'S OFFICE
STATING DIRECTION)**

MR. MUDD: Ladies and gentlemen, please take your seats.

Mr. Chairman, Commissioners, you have a hot mike.

Commissioner, this brings us to our last Agenda Item, and it is Item 10C. This item to be heard at five p.m., and will be the last item heard today, and it's the last item on the agenda. You finished everything except for this one.

A recommendation that the Board of County Commissioners approve multiple road corridor alignment concepts in the North Belle Meade area for long-range planning purposes and also approve multiple corridors to be used in the short-term as truck haul routes, and Mr. Norman Feder, your Administrator for Transportation Services, will present.

MR. FEDER: Thank you, Mr. Mudd.

CHAIRMAN COYLE: Let me just make a quick announcement, Norman.

Ladies and gentlemen, if you wish to speak, you must fill out a speaker's slip and turn it in to Ms. Filson here at this desk. Once we begin the hearing, we do not accept additional speaker slips, okay. So right now we have 24.

MS. FILSON: Twenty-five now.

CHAIRMAN COYLE: Twenty-five now. If anyone here hasn't registered, you've got 30 seconds.

COMMISSIONER COLETTA: Well, just start up towards the podium up here, and we'll make sure you're in that line if you would like to speak.

CHAIRMAN COYLE: Okay. So I assume everybody who wants to speak has registered, and we will start the hearing.

MR. FEDER: Mr. Chairman, Commissioners, for the record,

Norman Feder, Transportation Administrator.

About three years ago, as part of your approval of the North Belle Meade overlay in responding to the governor's issues, there was a requirement placed on property owners looking at mining in the North Belle Meade area to conduct a study to look at what options there were for possible public routes in the area and potentially a haul route.

That was three years ago, that once upon acceptance of the North Belle Meade study and the other portions of our Comprehensive Plan, that they would have two years to conduct the study. This does represent after a year of the approval process, the two years, and the study is being brought to you. And very shortly I'll have the consultants, which are WilsonMiller and Hole Montes, and Jeff Perry for the consultants will be making a presentation of the results of their study.

Also I believe that Bruce Anderson, representing basically the property owners, East Naples Land, as well as Florida Rock Industries will be presenting, and then staff will give you some details on what I'm just going to cover very basically.

What I do want to do is make sure that for the many people that are here this evening, that they understand that our recommendation is not to establish any specific route, to ask the Board to take action on any specific route today.

The studies that have been done, I think, have been helpful in identifying issues, starting the dialogue with the community, and with the environmental groups, and we've got a number of issues in both areas.

But what we're facing out in the Estates, as you well know, is very, very rapid growth. Sixteen hundred new homes just last year. And what we're looking at is, unlike the six-by-six grid we have in the urbanized area, we'll probably have different approaches out there in the Estates, but we'll still have some major corridor needs in the

Estates particularly on an east/west.

Right now what we have is Immokalee Road, which we're in the process of six-laning as we speak. We have Golden Gate Boulevard, which is four lanes, and we have programmed in a couple years to extend that four-laning on out to Everglades. We have Vanderbilt Beach Road, which basically stops just to the east of 951 today, in the process, and with monies programmed to try and go and extend that on out to the east.

But that will leave us with only three major east/west routes servicing particularly the northern part of the Estates.

In the area of North Belle Meade, we have very, very little in the way of access as we continue to grow in that area, and as we face the prospects of a new rural village in that area.

So we have White Boulevard, other connections. We have a fairly good grid, which we look to take advantage of in the Estates, but most of it's cut off by canals.

So we're going to have to look at our program, and we're working very hard on an east of 951 study. So rather than taking the standard approach on study and recommendations here, we believe, as I said, the dialogue has been started.

We're not going to ask you to look at any of the alignments or approve any of them as long-term items, rather we want your recommendation that we take the results of this study as input, along with a lot more communication and coordination with the community, with the environmental groups, to try and evaluate what we look at in the plan.

I say that both because I believe that dialogue needs to continue, and it hasn't been completed yet, as well, our evaluation of how we're going to approach everything in the Estates, and then also I need to note that we don't have the funding.

The other commitments I mentioned to you on Immokalee Road and Oil Well, on Vanderbilt Beach Road and on Golden Gate

Boulevard basically are what are consuming our funding in our five-year work program.

So even if we were to come to some alignments, we're talking in the 2015 to 2020 time frame in any event. So we've got the time to continue to study and to do it right, get the community involved, so I think the study has been very successful in that manner.

What we probably will concentrate on after you get the presentation on the broader study, is the issues of a haul route. Because as you remember three years ago when the issue was set up for the study to be done by the landowners, that if, in fact, we could not come to a cost-sharing public roadway at this time, that they could then develop a haul route.

So most of the study's been on whether or not a public alternative exists, issues of the haul route, how it would go, how many trucks. Those issues are things that we feel still need to be fleshed out further. And probably the bulk, at least from the staff's recommendation, the consideration by this Board, may be for decisions even further down the road.

With that said, let me turn it over to the consultant for the landowners. In this case it will be Jeff Perry of WilsonMiller review what they did in the study as was required by this Board three years ago.

MR. PERRY: Good evening, Mr. Chairman and Board members. For the record, my name is Jeff Perry, the Transportation Planner with the firm of WilsonMiller.

I had the pleasure of working on this study in consultation with Hole Montes, Incorporated, and Southern Biomes, the group that did some of our environmental research.

We're here -- and we have a number of staff members here to answer any specific questions that come up. I would like to walk you through a summary of the report. The report, as you know, was provided to you. It is one of the most comprehensive reports that I've

had the pleasure of working on.

It includes, in the bulk of it, all of the written comments we received. If you had a chance to read any of that, you'll know that written comments that we all -- that we asked for in the two public workshops that we held, was extensive.

I'm going to step through a very brief PowerPoint presentation for you to tell you a little bit about the study, the recommendations that we made, why we made them, and then answer any questions that you might have.

The study, although funded by a private landowner, was done in the cooperation -- with the cooperation of the county transportation staff. We followed all of the public involvement processes in order to make it an open study available to the public. All of the documentation has been available on the county's web page.

We have had two separate public meetings, which I'll deal with in a little more detail. But we followed a normal analysis process in order to try to evaluate a variety of different options.

We started with kick-off meetings in the spring of 2004 with Golden Gate Civic Association, the Naples Alligator Alley Civic Association, and the Civic Advisory Group. We met with the transportation staff, and we developed eight initial alternatives.

The whole process is basically trying to identify public roadway alternatives. We have recognized, as your staff has, that the transportation needs are growing in the Golden Gate Estates area, and with Belle Meade in the rural fringe amendments exacerbated, that particular need to be looking at other alternatives that would provide long-term transportation solutions for the area.

The solutions are intended to provide service for both residential and non-residential development. The potential corridors we looked at developed with your staff originally sort of a -- an array of different alternatives, north, south, east, west alternatives.

We took the guidance from the Growth Management Plan that

talked about an extension of Wilson Boulevard, and then east/west connectors that might link up to Collier Boulevard.

And you can see on the western side of the screen there is, of course, Collier Boulevard, on the eastern side is Wilson Boulevard, I-75 along the south, Golden Gate Boulevard along the north.

Initially this was the study boundary, the study area that we were looking at. We were concentrating on roadway connections within that particular area.

The yellow roads are basically those roads that exist in some form or fashion today, either improved roads or semi-improved roads. The red dotted lines were the additional extensions or corridors that we developed that might -- we wanted to test to be able to see how they would work.

As I said, we came up with eight alternatives. They are listed and covered in detail in your report, so I'm not going to go over all of them, but I wanted to identify for you how we went about looking at each individual alternative and comparing it against the others.

All of these exhibits I'm showing to you have been made available to the public, were presented at the public workshops.

This is an example of alternate (sic) eight. As you can see, the yellow roads indicate the existing roadway network. The red roads in this particular alternative was an eastward extension of what would be 16th Avenue, southern extension of Wilson Boulevard and Blackburn or Landfill Road along the south.

We analyzed each individual alternative, one of -- each of the eight with our computer models, with the county's MPO computer models, to try to evaluate how the different alternatives reacted to the traffic demands, looking out into the year 2025, keeping in mind that the rural fringe amendments changed the landscape of the future of the Belle Meade -- North Belle Meade area. We know that Golden Gate Estates is growing rapidly.

Travel demand is increasing to the point where new roads have to

be evaluated, and the computer models give us an opportunity to do that.

This, as you can see, is the traffic and the level of service on Golden Gate Boulevard southwards towards Blackburn Road. We also examined those.

We also looked at advantages and disadvantages, how one particular alternative ranked or rated against the other. Where was the benefit? Some roadway improvements, for instance, improved Golden Gate Boulevard by some particular margin. Some made a benefit to White Boulevard, perhaps, reducing the traffic on White Boulevard. Others increased traffic, we considered a disadvantage, increasing traffic on a particular roadway. All of these things are -- were evaluated for each of the eight different alternatives.

On September 29th of this -- of 2004, we took our results of the eight alternatives, analysis, to a public workshop. We provided survey sheets to the participants, asked them to identify which alternatives they liked or didn't like. We provided for an after the meeting public comment period to allow anybody who went away, wanted to send in comments.

Looked at the survey results, and clearly there was no winner. A lot of people liked all of the improvements that were suggested, others had favorites, but there was no clear winner as far as one particular alternative or the other. In fact, we got a lot of good ideas at the first public workshop, which took us to trying to sort down or distill down all of the comments and the alternatives into one or two that we could take into the next level of analysis.

We, in fact, developed two new alternatives following that meeting, extensions of 16th Avenue all the way eastward to tie into Everglades Boulevard.

You'll recall I mentioned that we initially stopped at Wilson Boulevard as sort of the eastern boundary of the study area. But it was brought up at our meeting that an extension eastward all the way to

Everglades Boulevard might be of some benefit or value.

We also looked at a potential interchange at I-75 and Everglades Boulevard with that particular alternative. We also formulated a strategy of looking at two different time frames. What could be done within the next 10 years and what would be long-range after 10 years as far as improvements go.

The preferred corridor that we focused on, this set of improvements, which is Exhibit 15 in your report, identified the eastward extension of 16th Avenue all the way out to Everglades Boulevard, the westward extension of 16th all the way to tie into Collier Boulevard at Green, the southern extension of Wilson Boulevard and Blackburn, Kean Avenue extension here and some improvements to some of the local roads in this particular area, plus an improvement along 16th -- the existing 16th Avenue, which is presently a two-lane local road.

We also developed planning level cost estimates in order to compare a lot of the different alternatives. Your right-of-way staff helped identify the right-of-way requirements that would be necessary.

We prepared a preliminary environmental impact assessment, we also mapped all of the corridors and provided graphics that showed where the corridor would impact individual parcels so when people came to a workshop, they would actually be able to see where the corridor was in relationship to their home and their parcels.

At the second public workshop, we found that 70 percent of those people attending and commenting opposed the 16th Avenue extension. Twenty percent were in favor of it. Sixty percent of those favored the Wilson Boulevard extension to either I-75 or to an eastward extension of Blackburn/Landfill Road, while 10 percent opposed that.

Thirty percent opposed a new bridge on 23rd Street; 10 percent were in favor of that. And not surprisingly, multiple improvements were thought to be the best solution. Do as many of the improvements

as you could and you'd minimize the impact on one particular area or another.

Following the second public workshop, we expanded our strategy a little bit, developed what we called the immediate action plan, what could be done in the very near term, then what could be done within the next 10 years, and then what could be done beyond that.

Immediate action plan. We're focussing on the area in the North Belle Meade extending Kean Avenue to the western edge of section 21, and then additional public road upgrades on one or more of the existing or potential corridors extending southward from Kean Avenue down to Landfill.

Other near-term improvements. The next 10 years involved extending 16th Avenue -- extending 16th Avenue westward to Collier Boulevard with new bridges, a new bridge on 23rd Street, and realigning 23rd and Garland right here in the southern portion of that particular screen.

The long-range of improvements beyond 2015 involved extending 16th Avenue eastward to tie into 18th Avenue Southeast and, therefore, to Everglades Boulevard, extension across a bridge -- a new bridge across the canal at Wilson, extending Wilson southward to the Blackburn Road extension, and then the Kean Avenue extension through the section 21 area, tying into Wilson Boulevard, and a new interchange at I-75.

That's the results of the study. Our effort has been to try to bring forward a set of proposals that would be used primarily for public purposes.

Mr. Anderson would like to make some comments concerning some of the short-term haul road options that these roads might also be used for. And with that, I turn it over to Bruce.

MR. ANDERSON: Good afternoon, Mr. Chairman, Commissioners. My name is Bruce Anderson from the Roetzel and Andress law firm. I represent East Naples Land Company, which you

may recall over the years has helped the county successfully defend two different challenges to the Growth Management Plan, one was a challenge brought by environmental interests and another was a challenge brought by North Belle Meade landowners.

I also represent Florida Rock Industries, which recently acquired 1,000 acres of receiving lands and 400 acres of sending lands, NRPA sending lands from East Naples Land Company.

Florida Rock Industries is the one who is requesting the haul route connection for its mining activities, not East Naples Land Company.

My clients have released a joint position statement trying to make clear that they are not advocates for all of the recommendations contained in the report.

Specifically with regard to potential future corridor alignments, I just want to briefly summarize this for the benefit of folks in the audience who may not have seen it or heard it, neither Florida Rock nor East Naples Land Company advocates an extension of 16th Avenue either west or east or use of White Boulevard or the bridging of Wilson Boulevard south as a primary truck haul route.

Florida Rock and East Naples Land Company do advocate the securing of adequate right-of-way and road improvements along Kean Avenue for two miles from the southwest corner of section 21, west to the north end of existing Garland Road to be used as a primary truck haul route.

Florida Rock and East Naples Land Company do advocate the securing of adequate right-of-way and improvements along either Garland Road, Smith Road, Inez Road, or equivalent access to Landfill Road as a primary truck haul route.

An extension of 16th Avenue east as a major east/west corridor along the north section line of 21, section 21, is prohibitive due to the crossing of existing mining permits and the limited width of land available. That are my client's positions on the various alternatives

that were set forth in the report.

One of the results of the county's successful defense of past challenges to its Growth Management Plan is the North Belle Meade overlay in the Growth Management Plan. The North Belle Meade overlay states that it encourages earth mining uses to remain and expand on receiving lands because they are, quote, reported to contain FDOT grade rock for road construction, end of quote.

Two weeks ago you received a staff report on the present lack of FDOT grade rock available from within Collier County, rock that now has to be imported from Lee County without any way for Collier County to collect any money from them for road maintenance.

The staff report stated, and I quote, by keeping such mining in the county, construction costs, gas taxes, and road maintenance fees will remain consistent with surrounding counties and it will lessen the cost of road construction, road maintenance, and building construction in Collier County, unquote.

Now, if providing a mining haul route access connection allows FDOT grade rock to be mined in Collier County, which in turn lowers the county's road building and maintenance costs, then it can certainly be said that a haul route connection is in the overall public interest.

The North Belle Meade overlay also calls for an evaluation and assessment to be done on whether there was an alignment for a new public road connection that could also serve as a mining truck route and that most folks could agree on.

Well, the county didn't have any money budgeted for a study, so my client, East Naples Land Company, stepped up to the plate to pay for the study, with the county providing the oversight, coordinating public meetings, and providing technical assistance.

It's clear from the public sentiment that there is no agreement on a new public road alignment that could also be used for mining trucks, and besides, the county doesn't have any money anyway.

My clients recognize that in the future, circumstances may

change, and they are willing to continue to work with the county should either party's needs or abilities change regarding a private haul roads serving as a future route for a public road.

On behalf of my clients, I respectfully request two things: Number one, authorize a mining haul road connection to Landfill Road through to Collier Boulevard at a location to be approved by the transportation division and to be subject to the standard transportation requirements, as other mining operations in Collier County.

Secondly, Florida Rock requests that the County Commission cooperate -- cooperation and authorization in the form of a resolution to the Florida Department of Transportation and the U.S. Department of Transportation advocating an entrance onto I-75 with an acceleration lane for loaded road material trucks traveling west only by issuing a special temporary use access permit to use that as a haul route to the west.

Haul trucks use Collier Boulevard today and they're going to continue to do so no matter what happens tonight. The real question is whether these haul trucks come from Lee County or whether these haul trucks come from Collier County. Both cases impact our roadways. But for haul trucks coming from a Collier County mine, they're paying a fee for road maintenance. But for the haul trucks coming from Lee County, it's a free ride on Collier Boulevard.

As staff told you two weeks ago, it will be cheaper to buy and haul the rock from within our own county rather than relying on imports from Lee County. I ask you to decide in favor of the taxpayers on this one by approving Florida Rock's access connection to Landfill Road.

I'd like to ask the manager to distribute specifically what it is I am asking you to approve so that there's no confusion about it.

And I or anybody else on our team would be happy to try to answer any questions. Thank you very much.

CHAIRMAN COYLE: Questions? Okay. Go ahead, Norm.

MR. FEDER: Mr. Chairman, what I'd like to do is follow up, as -- I think you've gotten a quick overview, and I know we have a lot of people who have come out to get a chance to talk to you this evening, and I want to give them that chance.

As you've heard, we've got two major issues we're dealing here. The first is, is there a public roadway or grid network coming out of this study that we can start moving on, put in our plan, and start putting funding to?

I think what you heard already by both the consultant -- and by the way, I want to commend them for a very good study. They did a very thorough study, a good one. They did start a good dialogue.

But I think out of that what was identified is the need in the area, the fact that we're going to have to have multiple solutions, but that we haven't defined all of those yet.

So our recommendation to you specifically in here, and it remains, is that you direct us on the broader issues to incorporate this study into and continue the dialogue both with the community and with the environmental groups to define what it is we're going to do in the North Belle Meade and what network we're going to have with the future as part of our long-range transportation plan that's underway now to be completed towards the end of the year, and as part of our east of 951 studies that we've worked with you on some of our strategic planning.

To the issue of a haul route, we agree that there is no defined public and haul route at this time, and so we are noting to you that if the mining operation wants to establish a haul route connection, that is for them to proceed on without necessarily any county involvement, other than the fact, as was provided -- and we don't have any problem with the request from Florida Rock just presented to you, that they have to, first of all, get connection to 951 and Landfill at an area we can concur with and to meet all the requirements that might be placed on them for such a connection.

Since we haven't heard exactly how many trucks we're talking about and what the impacts would be, we'd have to try to make sure we can address those in the least impactful way possible.

We also note that if they are able to get federal highway and Florida DOT authorization for temporary access to I-75, which would probably be predicated on whether or not they're providing the rock and fill to the I-75 expansion, obviously if they're going to do that, we would want to see that happen, so we could propose that as well; however, I'm not sure that we can environmentally do it or that the desire would be there by Florida Rock.

But our recommendation would be to find a way, if that were the case, to get temporary access to Everglades allowing that temporary interchange to be the forbearer, hopefully, of our long-term need and most important need in this area that we know already, a new interchange at Everglades Boulevard.

So whether it be further to the north from this area across, even north of 16th and over to Everglades and come down and have a temporary access onto the interstate at Everglades, we'd almost like to see that rather than a temporary at Wilson that probably wouldn't lead to our future needs and probably would go away rather than something that might help us try to get the interchange at Everglades.

That being said, there are some issues, obviously the access point at 951. City Gate, I believe they'll probably be here to talk to you, has expressed concerns about allowing the truck traffic across their area.

As you know, we have a signal today to meet the school's need at Magnolia and at Utility Drive. That signal is being moved further north. The new entrance to City Gate and the modifications through Benderson's property for the school to enter just south of the canal.

Knowing that, obviously that becomes critical because we don't want trucks doing U-Turns out there. So that's an issue that's outstanding, just to give some background. But the recommendations that were noted as short-term, even sections of 16, which we're telling

you we still need to study a lot further.

Even the eastern -- the western portion is over \$45 million by their planning estimates, so they're not short-term. And as I told you, those issues we need to continue the debate and the discussion with the community and with the environmental groups. But we do need to define something. We need to define our plan for the Estates, and that's a big part of what this long-range transportation will do.

In the past it's been basically a study west of 951. It needs to be a county-wide study, and that's what we're after.

So I appreciated your indulgence. We're available for any questions, either staff or to the applicant or their consultants, and if you'd like to, to open it up to the public.

CHAIRMAN COYLE: Commissioner Henning?

COMMISSIONER HENNING: Let me just clarify where you're at with the -- your recommendations and with the study and Mr. Anderson.

Presented -- Mr. Anderson presented to provide a haul road to Landfill Road and also to see if they could get interconnection to I-75. I heard your recommendations, if we're going to do that, go up to Glades Boulevard for that interconnection and --

MR. FEDER: For both reasons, both for the potential on the interchange and because a lot of that rock, if it's going to be used for transportation projects in the county, our projects are moving to the northeast, which I'd rather see them going up Everglades than on 951, across Golden Gate or Immokalee to get to the northeast.

COMMISSIONER HENNING: Okay. So I understand that. Now, what about the connection to Landfill Road?

MR. FEDER: The connection to Landfill is something that we expressed concern, and I did personally three years ago when the first study came out. I'm awfully close to very, very problematic interchange at I-75, Davis, 951.

But yet, I think what came out of this study is we don't have

another viable option that could be pursued quickly. And so if they have to develop a haul route, the only caveat I have in saying I concur with it -- and I think it was in his provision -- and that is that we get to see the particulars and any mitigation and needs are addressed if, in fact, we're going to have them come on Landfill and go to 951 at that point.

COMMISSIONER HENNING: But you're also saying, keep the process open for the final route?

MR. FEDER: We need to keep the process open to the grid pattern for overall transportation network and Belle Meade. That's why I said they've got two issues.

The first one is really issues that we're not ready to fund and we don't have defined at this point. They're out there in 2015 to 2020 in available funding, and they need further dialogue both with the community environmental groups -- that is the other grid pattern, whether it be 13th, Wilson, or other alternatives,

The issue of a haul route though is something that we now need to address. Three years ago the agreement was that if we couldn't find a funding scenario to a project that we all agreed we could move on, that they were then able to build a haul route.

We're saying that they can build that haul route, but we need to see how it connects to our system, and it appears the most likely right now is a connection to Landfill and 951.

We do have some issues there with the signal and City Gate. And if there's options, I would like to see something connected over to Everglades, whether it gets connected to I-75 or it services the northeast with an alternate route, given where our major projects will be in the future, that's our recommendation.

CHAIRMAN COYLE: Okay. Commissioner Fiala?

COMMISSIONER FIALA: Yes. We have a really, really serious problem here that hasn't been discussed thoroughly, but Norm just alluded to it, and that is the I-75 interchange, rather the I-75

section between 101 and 107 is not going to be widened, not going to be widened. There's no expansion for -- till the year 2030, from Golden Gate Parkway. I don't -- maybe that's 105. I don't know what -- anyway.

From the new Golden Gate interchange down to 101, there's not going to be an expansion taking place, number one. So I don't know where these haul trucks are going to go.

Number two, the intersection there at Davis Boulevard and 951, the state has said it's already failed. That is not going to be widened or reconfigured also until the year 2030, because they have no money to do that.

They say it will be \$150 million just to reconfigure that intersection, Davis Boulevard and 951. So I don't know how you could ever take the trucks out onto Landfill because they're not going to go anywhere.

Last week, quarter to eight in the morning, I couldn't get off of Davis Boulevard and onto 951 because the traffic from I-75 was all the way back, all the way back to that intersection of Davis Boulevard, and you couldn't get out. So -- and this is not season, so I don't know what we're going to do about this, but this is a really serious -- more serious than I think people realize.

MR. FEDER: Commissioner, I think it's important to note a couple of things, but it doesn't minimize what you just said. The interchange, I-75, 951, and Davis, the major interchange improvements are a ways off. We're looking --

COMMISSIONER FIALA: 2030.

MR. FEDER: Yeah. We're looking at six-laning in that section from Davis north to the northern end of the ramps as part of our project on 951. We're also looking at major development in that area to assist with that effort, plus the state does have about three, four years out the improvements to Davis, the six-laning of Davis, but there are still major issues in that area, and that's why originally three years

ago we said that we'd like to try and find another route as a haul route alternative, and why I would like a back door to Everglades.

COMMISSIONER FIALA: And that's why, Norm, I'm suggesting that maybe the Landfill Road isn't the way, and it has to be Everglades Boulevard, and I think we should support your efforts there, because I don't think -- you say you're six-laning, but you also know that that's going to be failing within six years after you six-lane anyway.

MR. FEDER: And those that would help on this six-laning are going to be putting traffic on as well, yes.

COMMISSIONER FIALA: So that's -- you know, these trucks are not going to help that intersection. So I think we should do all we can to support your efforts with the Everglades Boulevard interchange.

CHAIRMAN COYLE: Commissioner Coletta?

COMMISSIONER COLETTA: Yes, thank you. First I'd like to take a moment and welcome our very diverse audience. We have members of the trucking industry, we have members of the Golden Gate Estates Civic Association, members of the Wilson Boulevard contingent, and we have a group very well organized from 16th, Frangipani is here in numbers. You're all welcome. You're part of this process. It's a good thing to see you here today.

As you probably are going to learn today, the answers aren't going to be forthcoming in this one meeting. There's going to be some directions given to our staff to go back and work on this study and keep working on it to try to come up with an alternative.

As you just heard, Commissioner Fiala's got very serious concerns over the part of the area that she represents, and I also share that representation with her on the other side of the road.

And all these answers have to come forward. And one of the things we have to make sure is that our checkbook concurrency is working so well with new PUDs going in -- in fact, quite a few cases

now it shut them down to the point where they have to make the repairs themselves to the system in order to be able to go on.

We have to find a way to be able to make it apply to though this venture that they're looking at for the trucking industry.

I'm going to take just a moment and give you a little history on how we got to where we are today. Back when we were doing the rural lands, we were getting down to the eleventh hour, and APAC was looking to expand. It was one of the deals they worked out for the rural lands to work, to be able to put lands into conservation.

They took and they made a deal where they were going to be able to open up an additional area for mining in consideration for the fact the land would be placed in conservation.

The problem was that they were going to empty everything out into Golden Gate Boulevard. That was not acceptable, and I raised quite a stink about it at the time, threw everything into overdrive, and they worked to the eleventh hour to come up with something that would provide another way for these trucks to be able to get in and out without putting an overburden on Golden Gate Boulevard.

Golden Gate Boulevard was restricted to the historical amount of traffic that's been on it, and no increase was to be allowed.

Well, that made it necessary for them to come up with another alternative for getting in and out. Now, the problem with that was is that I didn't want it to be a give-away where they just build a haul road and then we found ourselves on the short end of the stick.

One of the things I'm very good at doing is getting concessions from developers. I do it all the time, everything from bass fishing lakes to right-of-way to affordable housing money, and it's just one of those things.

If you want to do something in Collier County, you pay the price; however, in this case, we're not able to come up with any funds to be able to make this a public road at this time.

I'm not overly concerned about it being a total public road at this

point in time because I know what's coming behind it in the next 15, 20 years. And when that demand starts to build up, that road from Everglades all the way down to Landfill and 951 is going to be a reality. It's just a matter of time for it to happen.

Now, the problem -- there's many problems along the way that you haven't heard about, and you will be hearing about in the near future. Commissioner Fiala just alluded to one of them.

Another one is City Gate. City Gate isn't going to make it easy for us to come out at any meaningful fashion at that particular location, and it's going to take some serious negotiations on the transportation and some help from the Commission to help them find a way to make this all work.

Presently, the way it's lined up, it's just not going to work, the way they've got the road curving and everything, and they own the private section just before you get to where the road would join across from where the high school road comes out where there's a traffic light.

The other one is Everglades. We have to be able to meet the needs of the environmental community on that, and if we do it too close to Golden Gate Boulevard where this road goes, it's not going to serve much of a public function in the future. If we get too close to 75, then we have to bear away from it to be able to hit Everglades in a position so that it won't interfere with the interchange.

There's still an awful lot -- and what I'm trying to impress upon you is the fact that we've just scratched the surface. This study has been very useful in the fact that we now have some ideas what to look at, but we are nowhere there.

And I'm going to take just a minute or two, if I may.

COMMISSIONER HENNING: And by the way, Commissioner Coletta's up for reelection in 2008.

COMMISSIONER COLETTA: And Commissioner Henning is also --

COMMISSIONER HENNING: Please continue, please continue.

COMMISSIONER COLETTA: -- up for election at that point in time.

CHAIRMAN COYLE: You'd think it would be this year, wouldn't you?

COMMISSIONER COLETTA: One of the things that you're going to -- that you have already heard several times, and I give the Golden Gate Master Plan creators credit for it, and I also -- the Golden Gate Estates Civic Association recognized it early on too, that in order for this to ever work, it's going to have to be multiple routes that are going to take place.

We can never, never, never place the burden on any one community in and out of there. When this takes place, it's going to have to be something that is planned out in such a way that no one community is going to take a hit from it. It's going to have to serve the greater whole.

And with that, I spoke enough. I see Commissioner Halas' light is lit, and I'm sure I'll come back later with more, and I'm looking forward to hearing from the speakers.

Commissioner Coyle is taking time. I can't believe this, you know, of all things. He's going to time us to see how long we each speak. Okay, go ahead.

CHAIRMAN COYLE: Commissioner Halas?

COMMISSIONER HALAS: I also want to give some confidence out there to the audience that we're not here tonight to pick a particular area. But I think we have to, as Commissioners, and with county staff, look at all of our options.

And I'm sure that when we're addressing options as far as east/west routes, I know there's about five or six different alternatives that are presented in this plan, but I don't think that this is anything to get excited about other than the fact that it's there, and that I think that

there's other areas of the Golden Gate Estates that we're going to have to address even before we even start looking at another east/west corridor in regards to addressing the growth issue out there in Golden Gate.

Now, I think everybody realizes that we're going to have a potential for about 500,000 people that are going to be living east of 951. So the issue here today basically in front of us, as was brought out earlier so everybody has an understanding, we're here to try to figure out the best avenue for addressing a haul road for taking the product out of the mines.

And I have to go along with a couple of my other Commissioners that I think that the area that we need to really look at in addressing a haul road, or haul route for the trucks, is at the Everglades road.

I think with the amount of traffic that's presently on Collier Boulevard, I really think that we need to look at that avenue very, very seriously in regards to addressing, because the growth is going to be out in the northeast.

As everybody knows, recently we approved a huge complex out there of a college and a town that's going to be built there. So I think as the transportation director brought up, that we need to look at this very, very closely, and hopefully we can get the support for this particular route. Thank you.

CHAIRMAN COYLE: Okay. Thank you very much. Has staff completed their presentation?

MR. MUDD: Yes, sir.

CHAIRMAN COYLE: Then we're going to go to public input. Here's the way this works. Each person will get three minutes. We have 25 people at least registered --

MS. FILSON: Twenty-six.

CHAIRMAN COYLE: Twenty-six people registered right now. That means even if we don't have any questions of you, it's going to run pretty close to an hour and a half.

Anyone who wants to speak will have an opportunity to speak as long as they have registered. But is there anyone here who has not seen this proposal or attended any of the other public meetings that have occurred? There are a few, just maybe four or five people who have not.

So most of you have seen this before and probably have had the opportunity to speak before, and your comments have been made a part of the record.

If you expect us to make a decision this evening, you're going to be disappointed, because that's not what this is about. This is really pretty much the same as what you've been to before, it's to collect information, and we'll then direct the staff to continue studying it.

We're not going to tell them where there's going to be a bridge, we're not going to tell them what road to widen. We'll just tell them, keep talking with the public and gathering information and fleshing out this plan.

So this is not a decision-making meeting. And in the interest of conserving time, if you don't like some aspect of the plan, please tell us what aspect you don't like. And if someone has already covered it, you know, you have the option of just saying, hey, I agree with that person.

If there are members of the -- of an association here and a spokesperson can speak with them and then say, okay, everybody who agrees with me, you can stand up, that's very impressive, we get the point.

So what I'm saying to you is you don't have to tell us the same thing four or five or 10 or 25 times. But nevertheless, everybody will get a chance to speak. We're not going to try to cut you off. So let's start with the first speaker.

MS. FILSON: Okay. I'm going to call two names, and if I could have one person come up to each podium. The first one is Colleen Hynds. She'll be followed by Leon Williams.

MS. HYNDS: Good afternoon. My name is Colleen Hynds. I have a place on Frangipani Ave. I've owned the place since '72. All this that's going on, the rock pits and these haul roads and all this fill that you need in these new elements that you guys are putting in, Ave Maria, the ones that are due to come to the North Belle Meade area -- the Wilson extension going north will only let your trucks go out to Immokalee Road. You can't use Golden Gate Boulevard.

That would still get your product out towards Ave Marie (sic). You can use that way out Immokalee Road or even upgrading bridges on Golden Gate Boulevard. You already designated to four-lane that road. Four-lane or even more will give you more option for traffic.

When you are talking about putting the road down to Dump Road or Blackburn, that's going to crowd an already terrible situation down there. I was raised on that road. That Blackburn Road, that's my house.

For many years they've been promising us roads to get the people out of the southern Estates into town and emergency evacuations to help with fire, emergency, health, whatever. We have nothing out there.

Since '72 when I bought my place on Frangipani Ave., they took 5th Street from us. We have to go all the way out to 10th, there's no light to get out on the Boulevard. You're talking about a lot of people that have been waiting and paying their taxes and trying to get our people to support us.

Now, you've had APAC out there. They did their deal, dug their dirt, and all the promises were made. We'll take this bridge just for APAC. We'll give this little bridge to you out there in the south part of the Estates.

We have to fight for a right to get in to Golden Gate Boulevard. And as you know, the traffic out there is horrible. You could sit at that intersection for almost 30 minutes trying to get a chance to cross that road.

The trucks that are coming out of APAC can't use Golden Gate Boulevard because of the weight limits on the bridge. You guys gave another rock pit behind them, and now you're going to suppress us with no more new roads or accesses in and out of that area unless it's for their benefit.

The people have been paying their taxes, coming to your meetings, voting for you, and still you give the big business the cooperation of your votes. We want something for us, too.

(Applause.)

MS. HYNDS: A long time waiting. I'm 44 yesterday. I'm tired of waiting.

(Applause.)

MS. FILSON: The next speaker is Leon Williams. He'll be followed by Scott Plummer.

MR. WILLIAMS: Mr. Chairman, for the record, I'm Leon Williams, pastor of Unity Faith Missionary Baptist Church, and we're right off that 16th Street route on the western end next to 951.

And we're here because we are concerned that as a church, we may have a great impact on this community, and we do great things in this community. And to have that road come right through our parking lot and force us to no longer be a church, one of the few African American churches in this community, would be a great disservice to us.

We know that as a church and as Christians we don't limit God to what he can do, but this community is in great need of our help. And we are making great impact in this community. Although -- although we don't -- we don't provide a number of jobs, but we help a lot of people and we save a lot of people from having to experience some of the bad experiences that come out of a community.

When people get to know God, they change. They don't rob and steal anymore. And so our concern is that because we are a growing church, 400-plus members, it is of great importance to us that we are

allowed an opportunity to have an input on what happens as it relates to where you -- how you guys strategize and what means you come up with to better facilitate the Golden Gate Estates area.

We want to be informed and we want to be in tune, we want to have a voice, we want to help, we want to be here to do the things that are right. But we didn't know anything about this, and it just kind of hit us in the back of the head.

So we want to be continually informed and have an input. And Commissioner Coletta, you represent this area --

COMMISSIONER COLETTA: Sure.

MR. WILLIAMS: -- and we would like to talk with you so that we can -- you can get to know us better so that we can understand and know what's going on as it relates to the strategizing and planning of roads and, et cetera, in the Golden Gate Estates area. Thank you.

COMMISSIONER COLETTA: And on that note, I'm more than willing to help you. I got a committee together that consists of about 250 people to get continuous updates. I'll get your name on the list. A lot of people here have been receiving those mailings, sometimes two, three, four a day, on a regular basis.

No reason why you should have to ever be in the dark on it. We can bring you up real quick. And in some cases, I even formed a number of the civic associations that are there today so you can have a voice, and I'll make sure you still have a voice out there.

MR. WILLIAMS: Thank you.

COMMISSIONER COLETTA: Thank you.

MS. FILSON: The next speaker is Scott Plummer. He'll be followed by Tim Nance.

MR. PLUMMER: County Commissioners, Mr. Chairman, hello, my name is Scott Plummer. I live at the end of the street on 17th Avenue Southwest. I'm opposed to that extension through there, like the pastor is, for the simple fact that it's not being fair. More of my property is taken than my neighbor's.

And my mother, who just retired, lives in my guesthouse. My whole guesthouse is scheduled to be taken out if that road goes through there. She's getting up in years. I want to take care of her. I'll have no place else to put her.

Me and my wife talked about it. We'd be glad to give 100 foot out of the front of our property, but that won't work -- because you live on that road, Mr. Coletta, so you'd have to give that road up, too.

(Applause.)

COMMISSIONER COLETTA: No, you're wrong, you're wrong, sir. You're absolutely wrong there, because I'm the one that fought for the connection for 17th across the bridge, down to 951. I worked the deal out with the school system, then they sold the land there. I'm willing to sacrifice my road if I had to to make it work. So you're wrong there, sir. That's all right though. I expect you to say something like that.

MR. PLUMMER: No problem. But either way, my mother's still not going to have a place to live.

COMMISSIONER COLETTA: Well, and the chances of it happening in the next 15 years are remote. It will be a Commission way distant --

MR. PLUMMER: Well, maybe she'll be dead by then.

COMMISSIONER COLETTA: -- from this one that they'll be dealing with it.

MR. PLUMMER: Well, thank you. That's all I needed to say.

COMMISSIONER COLETTA: Well, thank you.

MR. PLUMMER: Thank you.

MS. FILSON: The next speaker is Tim Nance, he'll be followed by Nancy Payton.

MR. NANCE: Mr. Chairman, Commissioners, my name is Tim Nance. I'm a resident of the Northern Belle Meade.

And I realize this is just the first opening meeting for the implementation of the Northern Belle Meade overlay, which is an

innovative growth plan that's supposed to meet many needs north -- short- and long-term.

I am concerned though that what we've done in gathering this information together in the short-term to meet the needs for DOT rock, that the long-term road plan has become unrealistic and misprioritized.

Wilson Boulevard is the key -- is the keystone of the road system in the central Estates since it's been platted. It was recognized in the Northern Belle Meade overlay, which is a several-year investigation.

Of the eight alternatives proposed, and back in September, some improvement to Wilson Boulevard was on almost all of them. Wilson Boulevard has got the potential to link all your east/west corridors. The improvements you're doing on Immokalee Road, Golden Gate Boulevard, Vanderbilt to come, and it can even hook up to a very southern point of County Road 951, although that's been discussed that that's got problems.

This is the only potential north/south corridor that could be developed to take traffic out of the Estates somewhere to south Collier. Yet today, in today's proposals and the timetables that are recommended by staff, this key corridor is effectively out of consideration for improvement till 2015 or later. That's over 10 years.

In 10 years the Estates population is going to double or more. The population, the center of the county is going to be east of County Road 951.

With the current proposals and timetables for road development, you're going to miss out on a lot of things. You're going to miss out on access to I-75, you're not going to have an eastbound evacuation route.

There's many, many benefits of Wilson Boulevard that are enumerated in the North Belle Meade overlay. I don't have to point them out to you. You guys, most of you, were here when you wrote them, so was staff.

A major problem that we have if we don't push ahead with the

Wilson Boulevard corridor is your section 33 and 34 road that's been approved as going through the NRPA. I guarantee you that if we don't do something in the next couple years, that's going to be lost to environmentalists, because somebody's going to find a bird feather or cat hair, or something's going to happen, or an arrowhead, and it's going to become sacred ground to somebody really quickly unless we do something.

The process has been complicated. There's been a lot of advocacy. Staff has tried in the short-term to tie the short-term and the long-term goals to make one size fits all. I'm not sure that it fits anybody at this point.

One thing that really annoys me with the advocacy is the residents of south Wilson, which I'm going to direct directly, and they can throw rocks at me later. They've worked diligently to eliminate Wilson Boulevard from any consideration.

This same activism is what happened when the downsizing of Golden Gate Boulevard took effect when it got dropped from a beautiful six-lane design down to a minimum four-lane road that we have today. It's going to halt the -- it's going to haunt the Estates for years.

I'm asking, regardless of where we go with the short-term planning, that additional consideration be given to the long-term corridors. The timetables that have been written should not be approved without additional consideration and serious objective evaluation. Thank you.

CHAIRMAN COYLE: Thank you.

(Applause.)

MS. FILSON: The next speaker is Nancy Payton. She'll be followed by Sharron Miner.

MS. PAYTON: Nancy Payton representing the Florida Wildlife Federation, one of the coauthors of the North Belle Meade overlay.

The federation is resolutely opposed to any eastern routes

through sending and natural resource protection area, that is NRPA, sending lands, including an extension of Landfill Road east to Everglades Boulevard.

Only a truck haul road is no consolation. Haul roads are the cutting edge of public roadways. Any eastern road south of Frangipani, be it a haul or a public road, will result in significant adverse impacts on the transfer of development rights program.

An eastern alignment in North Belle Meade will be a growth stimulator due to platted roads in the area, resulting in significant adverse secondary impacts to the eastern sending and NRPA sending lands.

Regarding the consideration of North Belle Meade road alignments, the growth management plan requires the avoidance of environmentally sensitive wildlife habitat to the extent feasible and prudent.

In 2003, Collier County, Florida Department of Community Affairs, East Naples Land Company, Collier Audubon, the Federation and others, successfully defended the designation of sending and NRPA sending lands in North Belle Meade for mining and development interests.

The county's defense during that challenge -- the cat's hair has been found -- is now our defense why North -- why Collier County should not be contemplating a road or roads through North Belle Meade's eastern sending and NRPA sending lands.

Florida Rock has said that they do not foresee hauling to the east. Their research market is to the west. It is important to note there are no other mines in North Belle Meade.

The executive summary states that mining in North Belle Meade is, quote, needed for future road projects and private development in eastern Collier County and also in eastern Lee and Hendry, unquote.

It is not Collier County's obligation to find rock and fill for private development and for public projects in other counties at the

expense of our environmentally sensitive lands.

It is the Federation's recommendation that staff and interested parties study and pursue mine sources in the stewardship receiving areas rather than proposing impacts to environmentally sensitive lands in eastern North Belle Meade.

It is neither feasible nor prudent for Collier County to propose a new road through the eastern sending and NRPA sending lands. These were and are protected under direction from the state, the final order that we all remember well.

They also present potentially insurmountable permitting and mitigation hurdles due to wetland and panther habitat impacts; therefore, any alignments through eastern sending and NRPA sending lands should be abandoned, and a search for practical, realistic alternatives initiated.

The Federation stands ready to continue working with staff, landowners, and other interested parties to find workable solutions. Thank you.

CHAIRMAN COYLE: Thank you.

MS. FILSON: The next speaker is Sharron Miner. She'll be followed by Keith Watchey.

COMMISSIONER FIALA: Let me just interrupt for a moment. I promised at six o'clock to say hi to Aden and Taylor Scott, and so hi Aden and Taylor. Thank you. Okay.

MS. MINER: Okay. Good evening. Mr. Chairman, Commissioners, and members of the interested public, as a resident on 16th Avenue Southwest, I do agree for the need of a better residential and non-residential road system in Golden Gate Estates.

Although 16th Avenue Southwest is still on the table, I believe the major road grids that accommodate both commercial and residential traffic should be developed first and foremost as part of the multiple solutions to our need.

There are two major alternatives. One is Wilson Boulevard

south; second, Everglades Boulevard. The proposed haul route via Kean and Garland still requires the right of acquisition, whereas, the easement along Wilson south is already in place.

By developing Wilson -- the Wilson south corridor route for a haul route, there will be limited acquisition of rights, and it will be keeping commercial traffic out of our residential neighborhoods.

By building this route now, it will benefit both the mining and other commercial interests in the North Belle Meade area as well as providing a much needed corridor with the potential of an interstate connection that everyone could use. It will provide an emergency exit route for catastrophic events.

I also -- it was also approved in concept and endorsed by the three primary environmental advocacy groups in the Southwest Florida. I contend that building the major grid road of Wilson Boulevard south extension to Landfill Road should be carried out prior to the proposed time frame of beyond 2015.

This route provides the least amount of impact on existing residential neighborhoods. Without the development of the Wilson south corridor, all future commercial will be forced upon our residential streets.

Thank you.

(Applause.)

MS. FILSON: The next speaker is Keith Watchley (sic). He'll be followed by James Wayne.

MR. WATCHEY: Watchey.

MS. FILSON: Watchey, thank you.

MR. WATCHEY: No one on 17th Avenue ever heard about the Green Boulevard/16th corridor road proposal until April 13th. We were given the news at the eleventh hour. I thought this was very unethical.

I took the position of letting everyone know what the possible consequences would be if a truck haul road was going to be built. I

tried to find out all the information that I could. Several authority figures that supposedly had knowledge of what was being played out told me many different scenarios.

We had many neighborhood meetings and all decided to stand together as a group with 16th Avenue Southwest representing approximately 17 streets in the Estates, with the force behind it being 17th Avenue Southwest.

The infrastructure of Golden Gate Estates needs to be established first before we start slicing apart neighborhoods. These corridors have been submitted and are the most unneeded road structures at this time. There appears to be some reason why the main roads aren't being built first.

Wilson Boulevard South as a north/south road is paramount to extend at this time. The city was originally done with that in mind but somehow changed focus for some unknown reasons.

I also support Florida Rock's proposal of the original road -- I'm sorry -- the original south Landfill Road and possible link up -- link up with I-75. It's been approved by three conservation societies and is the least intrusive of Estates neighborhoods.

Road proposals have been changed on a weekly and now a daily basis and have -- and have not been brought before the neighborhoods that they will affect if a decision is made today.

On this point alone, I ask you to delay your decision until these people have had a say in what amounts to their future and livelihoods. Please reevaluate and re-prioritize long-term corridors.

(Applause.)

MS. FILSON: The next speaker is James Wane. He'll be followed by Denise Garofolo.

MR. WANE: Good evening, Mr. Chairman and Commissioners. I'm concerned that we keep our road improvement plans properly prioritized, and the previous speakers have covered some of this, but I'm going to just continue with my short speech here.

One day many of our streets may be connected; however, piecemeal development of these streets will destroy the rural beauty of the Estates.

The Golden Gate Area Civic Association has stated that they are in favor of development of many roadways so no one street carries the burden. I think this is a short-sighted idea. It will encourage piecemeal road construction and ruin the Estates.

It's essential that we first construct our primary road infrastructure to take the heavy burden of commercial traffic. With that in mind, I would like to recommend that the board re-prioritize two of the long-term corridors, namely the Wilson Boulevard extension south to Landfill Road, and Landfill Road extension east to Wilson Boulevard and maybe Glades. This would immediately solve a major congestion problem and benefit the Estates residents and Florida Rock.

Since the subdivision was platted, Wilson Boulevard has been intended as a primary north/south major road in central Estates. The time to use this well-planned road is now. Opening it now would improve traffic flow tremendously for east Estates residents who would then have an alternative route to south Collier, Naples, and Marco Island, thus avoiding the poorly planned Golden Gate Boulevard. Let's not make a terrible and costly mistake like Golden Gate Boulevard again.

Since the workshop on April 13th, we have organized several neighborhood meetings resulting in an overwhelming consensus of opinion. To serve the residents and the land company of Golden Gate Estates, please re-prioritize and extend Wilson Boulevard south to an extension of Landfill Road east, and probably hook up to I-75 either at Everglades or the previously suggested hook-up.

May I please at this time give the commissioners a petition from the people of Golden Gate Estates who want this to happen? I have one right here. May I pass it to you?

Thank you for your time.

(Applause.)

MS. FILSON: The next speaker is Pat Humphries. She'll be followed by Linda Hartman.

MS. HUMPHRIES: My name is Pat Humphries. I am a resident of Golden Gate Estates and on the board of directors for the Golden Gate Estates Area Civic Association.

Today I am speaking for myself to reiterate a statement made to this Board on June 18th, 2002, pertaining to the North Belle Meade overlay and the land mining operation in that area.

The only way that the land mining operation can be compatible with the Estates is to extend the haul road south from the mining pit to Landfill Road or east to Everglades Boulevard. This excludes the bridging of Wilson Boulevard going north, and, therefore, prevents the burden of more dump trucks and other heavy equipment utilizing the residential streets in the Estates.

We already have our share of this type of traffic; 800 trips per day to be exact. We need more east/west routes in the Estates. And to set the record straight, we did not prevent the six-laning of Golden Gate Boulevard. Get your facts straight. Thank you.

MS. FILSON: The next speaker is Linda Hartman. She'll be followed by Joe Bonness.

MS. HARTMAN: Good evening, Commissioners, Linda Hartman. I'm speaking for myself, but I was a vice chair of the master plan -- Golden Gate Master Plan Committee, and I am a board member of the -- and a past president of the Estates Civic Association.

We are opposed to increasing the historic traffic on Golden Gate Boulevard. By the way, it was Linda Baum and the Echo Group that wanted only a two-lane road, and we just made a compromise with the Estates so that we could at least get a four-lane, excuse me.

We are -- we need a multi-system route that will not solely impact any one neighborhood. We must have routes in all four

directions that will shorten the distance for commercial and residential traffic, yet allow our children to get safely to their schools.

MS. FILSON: The next speaker is Joe Bonness. He'll be followed by Larry Hobkirk.

MR. BONNESS: Good evening, Commissioners. I'm Joe Bonness. I'm speaking as a resident and probably as a rock miner in the -- for Collier County.

The need for rock in Collier County is tremendous. What you're probably looking at from the Florida Rock mine is probably somewhere in the neighborhood of 30 to 45 million cubic yards in material that's going to be used in the Collier County area.

If this material was brought from Lee County, we'd probably be looking at one and a half million to two million truckloads of material that would have to go up and down I-75 and would also be coming from other areas that would be considered to be probably panther habitat and such, as we've seen from the recent lawsuits that have been brought up in Lee County.

And at the same time, we'd be looking at a tremendous impact as far as the dollar value for the material coming down here. Thirty million yards of material being trucked down from Lee County represents probably somewhere in the neighborhood of about 15 -- or \$150 million worth of trucking costs, which would be a burden that would be put on top of the residents of Collier County as they build, and upon our own economy for building roads at the same time, not bringing in the sales tax that you have for the material and not collecting on the impact fees for the rock being removed from the area.

One thing that I did notice during the presentation coming through -- I'm very happy to see that we've gone and done an analysis of the traffic and that that's going on -- is the recent development in the last couple years that, with APAC's expansion to the south, they basically have cut off a corridor of 16th Avenue going east and west.

I hope that this is going to be taken into consideration as to what's going on so that we don't see this happen again in the possible east/west connection on Kean as Florida Rock extends south. Let's be cautious that we don't cut off our future east/west connections.

I agree with another speaker that we had earlier that our primary system of Wilson down to Landfill probably needs to be the direction that we have to go first before we start going in with the secondary roads. Let's not -- or the residential streets. Let's not put all the impacts on residential streets. Let's start out with the primaries and then connect from there. Thank you.

(Applause.)

MS. FILSON: Your next speaker is Larry Hobkirk. He'll be followed by Mark Teaters.

MR. HOBKIRK: Good evening, and I have a little bit of a speech impediment, so bear with me.

I thank you for this opportunity to come and express our concern. And I'm glad to see you got Leon Williams off within three minutes, because he sometimes gets carried away with his talking. He doesn't do that good on Sunday.

It seems like we're a day late and a dollar short again when it comes to our roads in Collier County. And I agree with any solutions that this study brought up that would be a great help. And I'm -- I live off of Wilson, by the way, and I'm in favor of the Wilson extension. I talked to Coletta about that before probably a year ago.

But anyway, no one else has mentioned the fact that by doing these other roads that we're talking about, or the study was talking about, they would give all of our other county roads, Immokalee Road, Golden Gate Boulevard, 951, they would give them some relief as far as truck traffic goes, because they could use the extension on Wilson to go to the dump.

They could use it to come back out and not go -- they could go east and not go to 951 or go down the Boulevard or go down

Immokalee Road, come out there, or go back out Immokalee Road to go east. And so, I'm glad to see we're moving on that, but still we're a day late and a dollar short.

If they have to use the Wilson extension to come out, maybe the County DOT could look at putting Wilson to four lanes from the bridge out to Immokalee Road and make the trucks use the left lane, which would alleviate cars getting run over trying to turn in or get off of Wilson into their residence.

Thank you for staying.

(Applause.)

MS. FILSON: The next speaker is Mark Teaters. He'll be followed by Mario Valle.

MR. TEATERS: Good evening, Commissioners. My name is Mark Teaters. I'm the president of the Wilson Boulevard South Civic Association. Oh, by the way, Tim, no rocks.

Ours is not just any neighborhood. It's more like a traditional one we all used to hear about. It's a place where neighbors work together for the betterment of the community, a group of people that care enough to be the only street in the Estates with our own civic association.

Because of the location of Wilson Boulevard, we're concerned about the bridging of our street to the south and the funnel effect that this would create with trucks and commercial vehicles taking a shortcut to the landfill, industrial park, and the mine.

Our quiet, peaceful life would be changed forever. The safety of our residents, children, and the animals we share the street with will be at risk. Our property values will suffer as well.

We understand that some day all of these roads will probably need to be built to supply our future transportation needs. We also believe that the trucks should be made to take a route that will not impact residential neighborhoods. The haul route option to Landfill is just such a route.

We respectfully ask that you not consider the desires of any group that would only gain financially from bridging Wilson Boulevard. They have pitted neighbor against neighbor with misinformation and rumors. Our residents did not participate in this. We just care about saving our neighborhood. Thank you.

(Applause.)

MS. FILSON: The next speaker is Mario Valle. He'll be followed by Richard Roda.

MR. VALLE: Good afternoon -- or good evening, Mr. Chairman. Thank you for allowing us to speak on this topic this evening. I'm Mario Valle, and I'm speaking on behalf of the Golden Gate Estates Area Civic Association.

We've tried to be an advocate and try and get the word out to as many folks as we possibly can. We've held several meetings on the matter.

It's been our policy and whatnot to be able to have and maintain the historic truck traffic on Golden Gate Boulevard. We prefer to have a haul route south onto Landfill Road and look at the long-range transportation plans so that, one, the neighborhood is not impacted adversely over another neighborhood, that we look at this long-range transportation plan as a whole as opposed to one section over another.

Thank you.

CHAIRMAN COYLE: Thank you.

(Applause.)

MS. FILSON: Richard Roda. He'll be followed by Susan Sardina.

MR. RODA: Hi, Jim. How are you?

COMMISSIONER COLETTA: Fine, thank you.

MR. RODA: Standing before you reminds me of a story I heard more than once of a young boy who stood before a giant.

But what I wanted to say was we did only find out about this whole project in April. It was quite a shock. And we went to the

meeting at Golden Gate Community Center, and we were told by Mr. Perry, my wife and I, with Hole Montes, I think, of WilsonMiller, that the only way that made sense was right through our back yard on 17th.

And it's been shown all through the evening here that there are many other alternative routes to take the traffic and where to begin and where to go with this.

But all I saw that night was a big red line through my back yard. It wasn't a dotted black line or a little -- it was the big red one, and he was adamant that this is what we needed to do. And so I can see that we're making some intelligent decisions here, and I just want you to know that we're watching this very closely, and we're hoping that you will do what you know is right before God and man. Thank you.

(Applause.)

MS. FILSON: The next speaker is Cathy Owens. She'll be followed by Warren Whitbeck.

MS. OWENS: Hi. Thank you very much. I really appreciate you taking the time to put so much interest into this. I live on 10th Street Southeast, which you don't hear a lot about because we are the North Belle Meade road that comes out onto the Boulevard.

We fully support Tim Nance and Sharron Miner and Jeff Wane in all these efforts to make these roads the right roads to help Belle Meade, the North Belle Meade, all the future growth of what's about to take place.

You said it yourself, we're looking down the road. And I see the growth happening tremendously in North Belle Meade. If we do not put the major infrastructure in now, we're going to be sitting in this room again in 15 years at each other's throats.

So if we can just make sure that the decisions made are to the best effect of everybody, we'd really appreciate it. Thank you so much.

(Applause.)

MS. FILSON: Warren Whitbeck?

MR. WHITBECK: Pass.

MS. FILSON: Peggy Whitbeck. She'll be followed by Roger Rice.

MS. WHITBECK: Good evening, Commissioners. My name is Peggy Whitbeck. I am a resident of Northern Belle Meade. I'm also the president of the Frangipani Agriculture Community Civic Association. Some call it Northern Belle Meade Civic, but it is not.

I'm here to speak for the Civic Association. Our residents are overwhelmed with truck traffic and just residential traffic going out onto 10th Street. We have one dilapidated bridge that hopefully Mr. Coletta is helping us get repaired or replaced. We have no other way to get out.

It is at a critical stage. If we have a problem in our area by 10th Street Southeast, we cannot get out. We are stuck. We used to be able to get out at 5th Ave -- or 5th Street Southwest, but the APAC quarry fenced that off, so we can no longer use that, excuse me.

If you look at east of Wilson Boulevard, there is only one two-lane road for all the people that live east of Wilson Boulevard, including Everglades Boulevard. All these folks have to travel a two-lane road. If you were ever to try and get on Wilson Boulevard -- or onto Golden Gate Boulevard from that area, it's impossible. It's very cluttered. It's very, very frustrating and it's terrible when school is in session.

I implore you to please consider the Golden Gate -- the Wilson Boulevard bridge going south to wherever be -- Landfill Road would be best. If you extend it over to Everglades Boulevard, that would be even better. But we need a southerly route called the Wilson Boulevard corridor, which the study was -- started out as. Thank you.

(Applause.)

MS. FILSON: The next speaker is Roger Rice. He'll be followed by Sam Addams.

MR. RICE: Hello, Roger Rice, and I'm an attorney. I represent

City Gate Development and CG2, collectively the owners of a property known as City Gate Commercial Park. I believe it's up there on the monitor there.

We have expressed our concerns about the short-term haul routes. The purpose was not to be difficult. Our purpose was to point out the problems with an approval of a haul road without an adequate study of its impacts.

The study that was submitted has no estimate of the number of trucks up in the earth mining operation. Further, there's no -- excuse me -- no inclusion of any estimate of traffic from approved but not yet built projects like City Gate, or the Benderson property across Collier Boulevard from City Gate.

In addition, the traffic counts that were conducted by the consultant were done in June of '04 and early July of '03. Golden Gate High School opened up in August of '04. This new high school uses Magnolia Pond and Utilities Drive. Also, the school board has plans for an elementary school that will also be using this same entrance, which is to open up in '07. This was also not taken into consideration in the study.

It's difficult to see how truck traffic will work with the current morning peak traffic and the school buses going to the high school and to this new elementary school.

What we ask the board to do is to take its responsibility to require the mine operator to show how the current road system will work with its future traffic and to pay for any road improvements necessitated by its future traffic.

If you could go to the second slide. This is an aerial, which is 951 looking south. You can see White Lake Boulevard or -- which is Landfill Road, now known as White Lake. You can see Utilities Drive and the intersection at 951. There is a light there that is temporary, as has been noted by the transportation staff. That was not noted in this Wilson corridor study.

The part of our road system in phase one that is private is to the north of Utilities Drive, and it is a two-lane curved road that you see on that map, and then our main entrance is City Gate Boulevard north at 951 where that light will be relocated.

CHAIRMAN COYLE: Thank you.

MR. RICE: That intersection was designed to accommodate our traffic --

CHAIRMAN COYLE: Can you wrap it up?

MR. RICE: If you have any questions, I'll answer them.

CHAIRMAN COYLE: Okay. Thank you.

MS. FILSON: The next speaker is Sam Addams. He'll be followed by Wayne Jenkins.

MR. ADDAMS: Good evening, Commissioners and Mr. Chairman. I'd like to say that I'm speaking for myself and just some generalizations. No matter what happens, as the county grows, the truck traffic is going to grow.

My profession is a truck driver. It was mentioned that you're talking about some of the people that wanted to run a route to Everglades Boulevard, and then run north or south. With the limited pit hours, you're going to triple your truck traffic trying to get the same amount of material to job sites as if you find a shorter route.

I agree, the Wilson Boulevard to 75 or Everglades to 75, but whatever you do, you're going to have to make a wide two-lane road on a four-lane footprint or four-lane it.

Landfill road is -- there's a lot of problems there. You would have to four-lane that road, plus control all the traffic going in and out of the landfill before that could come out, and that's already been brought up to it. But one other way to control traffic is to go ahead and put shakeens (phonetic) in, just like on my street, on 13th. That will slow everybody down. Thanks.

(Applause.)

MS. FILSON: The next speaker is Wayne Jenkins. He'll be

followed by Rick Haylock, and Rick will be your final speaker.

MR. JENKINS: Good evening, Commissioners. My name is Wayne Jenkins. I guess I'm here for a gold star tonight. We took your leads, Commissioner Coyle, and we did have a community meeting.

I'm representing the area of Garland Road. There are 25 residences that will be impacted by this decision if it comes down Garland Road, including one new home that, with the modified S-turn to come off of Kean, will come right through this house that's under construction, so I'm sure that gentleman's opposed to it.

But I'd like to discuss a term with you that I think you've probably heard before, it's called NIMBY. You've heard it from 16th Avenue, you've heard it from Wilson, and now you're going to hear it from us, I guess.

But it is -- it's a problem when you mix a large amount of dump truck traffic in a residential neighborhood. I'm sitting here looking at a little one of my neighbors, a little blonde towhead back here that is a delight as we watch her growing up, and she's going to be one of our future bicycle riders up and down this road, and I hate to see her out there in the middle of a bunch of dump trucks.

But just to give you -- and I appreciate that this is not going to be a decision tonight. This was really dropped on us very unexpectedly. We've been following this. We thought that from looking at what we've been seeing in the newspaper, that we're looking at an avenue down south of Wilson to the Landfill Road as a possibility, or even that wasn't -- didn't seem like a good solution, the idea of 16th Avenue running all the way back to 951.

But this really caught us by surprise to pick up the paper, and all of a sudden you've got dump truck traffic planned for Garland Road. And so we're late coming into this, but it's because we didn't -- it was sprung on us all of a sudden.

But contrary to what was printed in Naples Daily News, Garland Road is not a dirt or gravel road. We do not use four-wheelers to get

to our homes. And I apologize if -- I'm picking on Mr. Perry, that was a quote attributed to him, and I'm not sure that was a correct quote, so -- but just to let you know, we are a private area back in there. We've done our own road improvements, we've paved the road by the people pitching in together, and we just really would hate to see this come through the middle of our little neighborhood there.

And we do realize it has to go somewhere, and it sounds like everything I'm hearing tonight is the solution something south to tie in with Landfill Road, which doesn't sound like a good solution -- or the idea, I'm sure everybody says, is the interchange to take this dump truck traffic out of there. It is needed, but we don't need it on Garland Road.

As I said, I'm representing 25 residences, and rather than have 50 people come up, we did agree that I would act as their spokesman, and we do have one other gentleman that wants to speak, just to make a little different point, and we appreciate your time.

Thank you.

(Applause.)

MS. FILSON: Your final speaker, Mr. Chairman, is Rick Haylock.

CHAIRMAN COYLE: And by the way, thank you for your consideration. I appreciate you doing that. Thank you. You get extra points for that.

MR. HAYLOCK: Good evening, Commissioners. My name is Rick Haylock. I'm also a resident of Garland Road, and I support everything that Wayne Jenkins just went over in there.

And I wanted to add a few points as an individual owner. And one thing is I went to your website, and I was looking at the truck haul route that the East Naples Florida Rock was going to build.

Now, this is a truck haul route that is not a public road. This is not going to be given -- be used by the normal traveling public. This is a truck haul route that they would hold until 2010, according to

what is in the website there.

So the land -- the East Naples Land Holding Company and Florida Rock would have this road for five years. It would not be in the public's interest that they would be able to use. This would be only for hauling trucks, as I understand it, okay.

Now, the other considerations that WilsonMiller's looking at is maybe the road network for public roads, and those, you know, would be used for public roads. But the truck haul route specifically is for the trucks.

And the agreement was that it would go down Wilson and down to Landfill. Now, whether it goes east to Everglades, whether it goes to -- west to 951, that is the route that it should take because it's the route with least homeowners, the route that is not going to cross through bus stops.

We have a bus stop on 23rd and Kean/Brantley. Thirty to 40 children during school days are standing at that bus stop, and the bus stop comes down 23rd and makes a turn and stops in the middle of Kean/Brantley and then has to back up and turn to go north on 23rd, and all the children have to load up on that bus.

Now, with all these trucks coming across -- and you have 30, 40 children and the bus making awkward turns because there's no other road for them to turn into, I can see the potential for some type of disaster.

So we need to look at all these roads. We need to talk to the people that live on them that know how these roads are. And I am of the position that we should stick to the agreement of the Wilson Boulevard extension going down to Landfill. That's what was agreed upon, that's what was written, that's what was put in in the Commissioner's meeting at that time back then for that meeting, and that is what we expect to be held true in the long-term for the truck haul route.

Thank you for your time and attention.

(Applause.)

CHAIRMAN COYLE: Norman, can you clarify this issue about that route being private for some distance?

MR. FEDER: Right now Landfill, of course, is a public road. What's being said is if they extend Wilson on their property, or property where they get authority to extend it, and any extension of Landfill, maybe over to the public landfill could well be a private haul route and be totally private.

CHAIRMAN COYLE: There are some homes though on Landfill Road?

MR. FEDER: Yes. And I'm not saying that you would take Landfill that is currently public today out of public ownership. I think what is being said is that portions that they might build of Landfill further to the east to connect up to Wilson could potentially be private as they're using as a haul route, at least that portion of it.

CHAIRMAN COYLE: And that would be four or five years, or longer?

MR. FEDER: For the period of time that they haul. And I don't know if there's a time frame. That's part of what we're going to recommend to you, and I've got a set of recommendations to hand out to you. But that's something that we need to look at.

We need to know, as was pointed out, actually, is the volume of traffic, what's the mitigation going to be required if we allow a connection of Landfill to 951. And if you will, I'll ask that -- Jim's handing you out some recommendations. I'll put them on the prompter, and maybe we can discuss them now.

CHAIRMAN COYLE: Commissioner Henning?

COMMISSIONER HENNING: What happened to the extension of Wilson south?

MR. FEDER: Nothing has happened to any of these. We're going to continue to study them. Now, the extension of Wilson south from their mine down across their property, that's something that they

could do. If we wanted a roadway, we would want them to maintain that haul route, it will become the beginning of a public route, let's say, in the future.

But right now, what we're saying, the extension of Wilson, the possibility of 16th, or any other alignments, are things we need to study further.

COMMISSIONER HENNING: If I recall back during the Comp. Plan amendment, that was, that was, I guess, my understanding of how it was going to be, so --

(Applause.)

COMMISSIONER HENNING: So what changed? How did it change?

MR. FEDER: Nothing has changed, sir.

COMMISSIONER HENNING: Well, we got all these other routes in there. How did they come up?

MR. FEDER: Essentially what you have is there's some discussion of a possible Wilson extension in your long-range comprehensive plan. We have not discounted that. But what you don't have is a long-range plan and a full network analyzed for east of 951, including -- and particularly in the Belle Meade area.

Comments that we need to get our roadway -- and we agree with that. We're working right now on priorities and continuing to move. And I mentioned three major east/west that we're developing in the Estates, and this one to follow.

But we are recommending to you that, in fact, we continue that study. We're not recommending that anything be taken off the table, but we're also not recommending that we move on any of them now until we've studied all the issues, worked more with the community and with the environmental groups.

Does Wilson extension make a lot of sense? Yes, it does. Does something like 16th that gives you the possibility of connecting further to the west, or Pine Ridge, or White or Golden Gate? Ideally.

But can you get those in there, can we work those issues through with the community, with the environmental groups, and also extend it all the way to the east to at least Everglades? Those are things we still need to work some more on.

COMMISSIONER HENNING: Well, it would be nice to take Wilson all the way down to U.S. 41 for your reliever of 951.

MR. FEDER: I think that may be a bit precluded these days.

CHAIRMAN COYLE: Okay. Commissioner Coletta?

COMMISSIONER COLETTA: You almost had Nancy Payton jump out of her chair.

COMMISSIONER HENNING: Well, I'm sorry.

COMMISSIONER COLETTA: It's all right, Nancy. Don't move yet.

COMMISSIONER HENNING: I thought you left.

COMMISSIONER COLETTA: No, no, she's still there watching. She's short, she sits down below that guy in the front that's big.

CHAIRMAN COYLE: She found a couple cat hairs out there already.

COMMISSIONER COLETTA: Mr. Feder, these people probably are wondering why they're here, some of them. I mean, we're talking about, when you come up with a road plan, you have to look at numerous corridors.

Would you explain how that process works so that people can understand how some of these considerations got into the mix?

MR. FEDER: Yes. Basically what you're trying to do is you go through a process of evaluating what your current demand is, what your growth patterns are, and generate from that what are the demands for lanes or accessibility, different facilities, and then you start looking at different alignments.

You evaluate the environmental, social, and economic aspects. What does it do to people living in the area, what does it do to the

environment, what are the costs. You try to bring all those out and get a lot of discussion with people in the community. That's what we're trying to do in the long-range transportation plan update, and make sure that everybody's say and everybody's issues come in. And it's amazing how many good ideas you get when you get out and talk to people that are actually driving it or looking at the issues every day.

So that's what we're about all through the county right now in the long-range transportation plan update. That's why we're recommending, that particularly in an area like North Belle Meade, and for that matter, in the Estates, where that process hasn't been done very strongly in the past.

Most of the planning effort has been basically west of 951 in what is labeled the urbanized portion of the county. And that's where most of the focus has been in the past.

The growth of the Estates, the demands out there and the fact that we're pretty much developing that six-by-six grid, and most of what we can do in the western portion of the county dictates that we have a good plan, a plan that the community understands, sometimes agrees with and sometimes disagrees with, but hopefully by consensus we've got something that everybody's aware of, nobody's surprised, and it meets those needs.

That's basically the process we're going through. This study was foisted on an issue of a mining. It was oriented at how do we find a way to not allow the trucks to further impact Golden Gate Boulevard in that portion of the Estates, and also, does it give us an opportunity to define some of that grid network in Belle Meade.

You see the extensive network that exists today. If you look at the long-range plans that have preceded, there's not much of an answer. There are some references in of the comp. plan to other alignments, not just Wilson. I've got that copy in front of me. But they infer different things, but there's really not been a thorough planning study.

And I would venture to say that most of you probably haven't been consulted as to what the roadway in that area, how is it going to be developed, that network, and that's what we're going about trying to do today.

So I appreciate your time. I realize it's sometimes rather frustrating when it comes upon you. It's a planning effort. And for those of you that want to drive on a certain route tomorrow, it takes some time. For those of you that don't want that route in front of you, that's probably good news, but the bad news is we need to decide what the route's going to be to service this area as it continues to grow.

COMMISSIONER COLETTA: Thank you. Let me interpret what Mr. Feder just said.

COMMISSIONER HENNING: No, let's don't.

COMMISSIONER COLETTA: No, seriously. When you get right down to it, you have to look at numerous routes before you can make a decision. And when you take a look at how the Estates is laid out, there's certain combinations that would work sometime in the future. And believe me, it's going to be a decision that's made by a commission about three terms from now. That's about how far away it is.

They've looked at 25th before as being an extension all the way through. They have looked at 16th before, they looked at 17th. This is an ongoing process that keeps going on and on and on. It's part of the MPO process.

Mr. Feder, in the history of Collier County, how many roads has the Collier County Transportation Department -- or how many homes has Collier County Transportation Department actually taken to build the roads that they're building?

MR. FEDER: Condemnation, to my knowledge, none. In voluntary, we've had a couple of duplexes I can think of that have been voluntarily taken.

COMMISSIONER COLETTA: Okay. So the message is

simple, we take it very serious when we're ever going to go onto private property, even for right-of-way, even on roads that have been established for years. Look what we went through with Livingston Road. I don't know if people are aware of the pain that we went through with that. Santa Barbara, another example.

Thank God Immokalee Road wasn't as bad, except for the Clerk of Courts, which we won't get into right now. But we're going to get there, and meanwhile, don't look for a dump truck coming through your yard in the next 10 years. If it happened, it would happen because of an act of God that we can't even foresee at this point in time.

Now, I'm going to have to be honest with you with something, we can't say today, eliminate one particular route from consideration 15 years from now. We don't have that power.

We occasionally have people come in here to see us when we're planning a route out like the expansion of a road or whatever, and they say, what are you doing? A Commission 12 years ago promised us this would never happen. And my answer to them is very simple, go to where they buried that commissioner, dig him up and beat him with a stick, because he can't make -- he can't make conditions on future commissions. It just can't happen.

It's a long process. You're going to be part of it, and you're going to understand it just as well as everyone. April's about the time that the whole thing started to break loose where they were starting to do the study and get the information out.

So if you came into the information at that point in time, you're on schedule. And I've got to tell you something. The first time they sat me down and they showed me where 16th was being contemplated right through the middle of the two streets, the hair stood up on the back of my neck and I couldn't speak for about 90 seconds. It's scary as anything when you look at --

CHAIRMAN COYLE: Well, I'd like to see that.

COMMISSIONER COLETTA: Are you still timing me?

CHAIRMAN COYLE: I'm timing you.

COMMISSIONER HENNING: Motion to approve staff's recommendations.

COMMISSIONER COLETTA: I'll read them off first so they understand --

CHAIRMAN COYLE: Well, yeah, I don't even understand them.

But there's a motion on the table. Is there a second?

COMMISSIONER HALAS: I'll second it.

COMMISSIONER FIALA: Well, I'll second this just so we get the show on the road.

CHAIRMAN COYLE: Okay. Can I ask some questions?

COMMISSIONER COLETTA: No.

COMMISSIONER HALAS: Yes.

UNIDENTIFIED SPEAKER: Time it.

CHAIRMAN COYLE: Yeah. Okay, timer.

Number four, you're suggesting a haul route to Everglades Boulevard?

MR. FEDER: Correct.

CHAIRMAN COYLE: Yet almost everyone here that I heard speak about that was talking about Wilson Boulevard.

MR. FEDER: The recommendation -- the mine will be basically on the -- what would be an extension of Wilson. For them to get to Landfill, they would have to build what one might call an extension of Wilson or portion of Wilson down to Landfill, and then across Landfill to 951.

CHAIRMAN COYLE: But you're not recommending that?

MR. FEDER: Understand that when I say the connection to Landfill in number three, yes, I am saying I'm recommending that if we can find exactly what their impacts would be and that they provide the needed mitigation for that connection.

CHAIRMAN COYLE: So you're recommending two connections?

MR. FEDER: Correct.

CHAIRMAN COYLE: One to Everglades Boulevard and one for the extension of Wilson down to Landfill Road?

MR. FEDER: Correct, a portion of Wilson, not necessarily Wilson further north of the mining operation.

CHAIRMAN COYLE: South of the mining operation.

And there is no other definitive guidance with respect to any of the roads that have been discussed; you're just going to continue to refine them through public input and meeting with the community?

MR. FEDER: But not ad nauseam, if you will. What I've told you there, as part of our long-range transportation plan, which is underway now, the east of 951 study, which is underway now, that at least by April of next year, we come back with a recommended roadway network. It has been vetted, I hope, very, very well with this community.

I don't expect everybody will be necessarily agreeing with every part of it, but nobody will be surprised by any of it, and hopefully we'll have something that we can give you full analysis of when we've considered all of our options out in the Estates, and in particular in Belle Meade.

CHAIRMAN COYLE: Okay. Who was first?

COMMISSIONER COLETTA: Well, I had my finger up. I didn't push the button though.

CHAIRMAN COYLE: Okay. Commissioner Coletta.

COMMISSIONER COLETTA: Thank you. Let me give you some food for thought on this whole process. If we were able to come up with two routes in and out, and even if they were private haul roads for the very short period of time -- I know we can always come up with some deal in the very near future to be able to get them away from them if we do certain improvements or whatever -- if we took

them out to Everglades, that exit off Everglades going to the -- which direction are we going now, to the north, that --

CHAIRMAN COYLE: Turn left, go north.

COMMISSIONER COLETTA: No, you're going to go right.

CHAIRMAN COYLE: Okay, going south.

COMMISSIONER HALAS: South.

COMMISSIONER COLETTA: South, excuse me, south. That would also, if they're going to have an exit there, I expect the public to be able to use it, and I expect that that fill that they put in there to build that exit to become public property, so when we get ready to do the final improvements to that interchange, we can do it. What an incentive to make something happen, even if we just had that one exit going off.

And the other one down the Landfill Road, if we can ever come to agreement with City Gate for their right way (sic) -- if you took a look at that drawing that they put up there, the way they've got the turns on there, I don't know how they're going to be able to turn onto the road, but maybe I'm wrong on that.

There is a lot of work left to be done, and I think you've got a mission to go with. And as far as those advocates for the bridging of Wilson Boulevard, you heard the people on Wilson say that they realize this is going to come. And just like everyone in this world, they want to delay it as long as possible. That's human nature.

But the truth of the matter is, we all know that Wilson Boulevard and Golden Gate Boulevard are the -- is the middle of the county. It's where east meets west, north meets south, and that's where you've got the dividing line.

When they laid this grid out a long time ago, I think the thought process was there that eventually this would be the center. I wish to God they'd planned some of these roads better as far as the width of them and how they met together and put some more bridges in, but we're going to deal with that as time goes along.

Thank you.

CHAIRMAN COYLE: Commissioner Halas?

COMMISSIONER HALAS: I just want to say that I think we've got a huge challenge here. I believe that the challenge is going to be on the Blackburn Road segment, and I think that also we need to really seriously address Everglades Boulevard and also that overpass there and see if we can get that opened up.

To me it's going to happen. It's got to happen. We've got a tremendous amount of growth scheduled out in this area. As everybody knows, the way that -- we get e-mails every day, not just Commissioner Coletta because that's his district, but all of us get e-mails from people who -- residents who live out in Golden Gate Estates claiming they have a difficult time getting back and forth.

And we're looking at all avenues. We're even looking at the potential of having an industrial site out there someplace so that hopefully we can turn the traffic around so that we don't have this problem every morning and night. But it's going to take time, and if they'll just bear with us. We're working on this.

It's a very serious matter. We realize that there's concerns by everyone. But we have to look at the whole county in regards to health, safety, and welfare. So just bear with us.

We'll do the right thing, but we're asking, you know, like -- as we said earlier, we need your input, but it's a long-term study. And we're here to make sure that we address every citizen's needs in this county.

CHAIRMAN COYLE: I still need to get something clear. Florida Rock has submitted a proposal, a request, for us to support their effort to extend Wilson Boulevard south of their rock mining operation and try to get a special entrance and acceleration lane onto I-75. That is not in any of these recommendations.

Why would we not start with that proposal before we start running roads east to Everglades Boulevard?

(Applause.)

MR. FEDER: Two reasons for the proposal that staff is providing to you. First of all, while the Florida Rock Industry has noted that their major interest for many years of mining operation is going to be south and west, we still believe that if they keep telling us this is mainly used for transportation and road building, our road building program, as I just outlined to you, Immokalee Road, Oil Well Road, Golden Gate Boulevard further east, Vanderbilt Beach Road further east, are not to the south and to the west, but to the north and to the east.

If that's the case, we'd like to divert some of that traffic and that demand that will be coming in at Landfill and 951 onto Everglades, which is to be a future north/south.

Additionally, if they are able, because they're going to provide rock to the improvement of I-75 to get a temporary access point, if we could get that at Everglades Boulevard where we want a full interchange, that gives us a leg up in the argument to maintain that and to get the public access off of Everglades, which I agree, that while we're continue to study out there, there's no question that that interchange is critical to any transportation network for us to meet the needs in eastern Collier County.

CHAIRMAN COYLE: Well, I would suggest that although that might very well be a long-range goal, that might be reasonable. The short-term need is to find some way to get those trucks out of the residential areas and find an easier way for them to get to where they're going. And in the short-term, they're going to be going I-75, and because -- if we're going to be widening I-75 sometime in the next three to five years, you know, a lot of that rock is going to go there, and --

MR. FEDER: It will go to 75 off of the 951 intersection, all of it through that one intersection.

CHAIRMAN COYLE: I would hope that if we're successful -- and I guess Florida Rock must have some reason to believe that there's

a chance of getting a special entrance onto I-75, and if they have reason to believe that, why wouldn't we want to support them to do that to see how far they can get?

If they can get an entrance onto I-75 somewhere near the Wilson Boulevard intersection with Landfill Road, that solves a lot of problems, at least in the short-term. And it seems to me that that should be the primary focus, again, for the short- to medium-term --

MR. FEDER: And we do not object to that, especially if they're going to provide it to I-75 construction to make sense of a shorter haul route.

CHAIRMAN COYLE: That's right.

MR. FEDER: Part of the other reason that we put this in, as I said, too, the third and maybe incorrectly from what I heard from the clapping behind me, was that out of the study some of the input we got is the folks in the Frangipani area were looking at the opportunity to establish a route that would go, let's say, from Wilson over to Everglades and open up that area a little bit. Initially it would be a haul route, but then it could then function as that in the future.

CHAIRMAN COYLE: Yeah, and that might turn out to be a long-term objective. But I'm suggesting maybe we prioritize these things a little bit and accept the Florida Rock proposal to go south on Wilson and try for an entrance onto I-75 at that point and then pursue some of these other things in a -- as part of a long-term solution, but only after further consultation with the community.

MR. FEDER: If I understand what you're saying to us, modify number four to talk about trying to connect Wilson to I-75. I'd like to keep number four as a potential number five.

CHAIRMAN COYLE: For a long time -- I mean for long-term, but that requires more coordination with the community to make sure that we lessen the impacts, okay?

MR. FEDER: Understood.

CHAIRMAN COYLE: And the environmental community also,

okay.

Okay. Commissioner Henning?

COMMISSIONER HENNING: The -- I know these folks want to go home just as much as we do, so I hope that we can wrap it up here shortly --

CHAIRMAN COYLE: Yep.

COMMISSIONER HENNING: -- and keep it to our -- keep it on point. I'm going to amend my motion to amend number four, recommendations to include a connection to Wilson to I-75 so that would be either-or.

COMMISSIONER FIALA: Okay. I'll include that in my second.

CHAIRMAN COYLE: Would you mind if I ask you to prioritize those and ask that Wilson to I-75 would be priority number one, and then the other one would be a longer-term priority?

COMMISSIONER FIALA: I'd agree to that in my second.

COMMISSIONER HENNING: Yeah. If the -- in my motion if the -- if they're going to be hauling dirt for I-75, prioritize the Wilson to I-75.

CHAIRMAN COYLE: And Commissioner Coletta?

COMMISSIONER COLETTA: Yeah. I'm really concerned. I think we're losing the initiative on this to see what we can get for the public good. I don't need an exit just for trucks at Wilson Boulevard. I need an exit at Everglades Boulevard that can also accommodate the public. I need it sooner rather than later, that's why I'd give that top priority and give them a little bit more to work with.

Put it on Wilson Boulevard, you just gave them a free ride, and I'm not going to get one damn thing out of this thing, and all the work I put into it's for nothing.

CHAIRMAN COYLE: That's not true. There's nothing that would prohibit us from proceeding with a regular interchange at Everglades Boulevard.

COMMISSIONER COLETTA: No, that's true, but this gives us the incentive to make it happen sooner at somebody else's cost, too.

CHAIRMAN COYLE: Well, remember that the decision with respect to making an interchange at Everglades Boulevard is really in Tallahassee. And if -- whether we've got a line of trucks going out on a special entry point at Wilson Boulevard is not going to change the need for that interchange at Everglades Boulevard.

COMMISSIONER COLETTA: No, it won't, but the thing is, is at the rate we're going with the interchange at Everglades Boulevard, we're eight to 10 years away on an expedited schedule.

If we get Florida Rock involved in this, and that's their exit to escape, I might be able to get it in two to three years and be able to take a tremendous load off that end of the corridor.

CHAIRMAN COYLE: Well, that means you've got to build a road eastward --

COMMISSIONER COLETTA: No, no, no. Only thing you need to do is have it with the exit going onto 75 off Everglades, would be able to accommodate everyone, not just the truck traffic, but the local traffic. The rest of the road would be a private haul road.

CHAIRMAN COYLE: Well, you're assuming that you're not going to have a challenge from the environmental community.

COMMISSIONER COLETTA: Well, I'm sure that I will.

CHAIRMAN COYLE: And that could tie it up for years.

COMMISSIONER COLETTA: Possibly, possibly.

CHAIRMAN COYLE: That's a problem.

COMMISSIONER COLETTA: Stop smiling, Nancy. No, actually, Nancy Payton's a very good advocate for which she represents, and she brings a balance to this whole system, and I appreciate her being here.

CHAIRMAN COYLE: And she will sue you if you bother her --

COMMISSIONER COLETTA: Yeah, you better believe it, that's why I'm being really careful.

CHAIRMAN COYLE: So, okay. Can we get -- all right. We've got a motion on the table.

Any further discussion?

COMMISSIONER HALAS: Can somebody read that motion back so we know exactly what we've got in this motion?

CHAIRMAN COYLE: Well, I'll try but I -- Commissioner Henning, if you don't mind, it includes all of the recommendations on display in front of you with the exception that number four will be modified to include, as the first priority, Wilson Boulevard extension south to I-75 with a temporary connection to I-75, and the haul route connection to Everglades Boulevard south of Frangipani would be the secondary priority; is that right, Commissioner Henning?

COMMISSIONER HENNING: Correct.

COMMISSIONER FIALA: Uh-huh.

CHAIRMAN COYLE: Okay.

COMMISSIONER COLETTA: No, I don't agree. I totally -- I think we're losing an opportunity that's staring us right in the face, and the public good's not going to be served, so I can't support the motion.

CHAIRMAN COYLE: Okay. All in favor, please signify by saying aye.

CHAIRMAN COYLE: Aye.

COMMISSIONER FIALA: Aye.

COMMISSIONER HENNING: Aye.

CHAIRMAN COYLE: Opposed is Commissioner Coletta.

COMMISSIONER COLETTA: Aye.

CHAIRMAN COYLE: It passes 4-1.

COMMISSIONER HALAS: Wait a minute, I haven't voted yet, so I'll --

CHAIRMAN COYLE: Oh, you didn't vote?

COMMISSIONER HALAS: I'm -- it's 3-2.

COMMISSIONER HENNING: What are you doing?

CHAIRMAN COYLE: Okay. It passes 3-2 with Commissioner

Coletta and Commissioner Halas dissenting.

And this is just a plan, folks. Nothing is going to get built. The way these plans work is, you get a lot of alternatives, you evaluate, and then when you talk with people you narrow them down, you keep talking with people and you narrow them down to the ones that make sense, and then you make a decision, and that will be sometime next year.

Commissioner Coletta?

COMMISSIONER COLETTA: Thank you very much. I'd like to invite anyone that hasn't had enough to do with roads tonight to a meeting tomorrow night, seven p.m. at the Agricultural Extension Building by the Fairgrounds. We're going to be handling all the road situations in that part of the Estates in the Orangetree area and everything that's happening as far as the construction of the roads, the due dates, where the fill's going to be coming on. We're going to be talking about just about any situation you can think of.

We will not be talking any more about this particular corridor, because we don't know enough about what's going to happen at this point in time. But if you have an interest in Immokalee Road, Randall Road, Oil Well Road or Golden Gate Boulevard and those extensions and how everything's going to tie together, please come to that meeting, seven p.m. tomorrow at the agriculture extension building.

CHAIRMAN COYLE: Thank you very much, ladies and gentlemen. I'm sorry, sir. The public input is closed. If you'd like to ask a question of staff or the Commissioners, see us right after we adjourn. Is that okay?

UNIDENTIFIED SPEAKER: I'm just saying that this is a problem of growth.

CHAIRMAN COYLE; Yes, it sure is.
Thank you very much.

***** Commissioner Henning moved, seconded by Commissioner

Halas and carried unanimously, that the following items under the Consent and Summary Agendas be approved and/or adopted *****

Item #16A1

RESOLUTIONS 2005-236 THROUGH 2005-244: LIEN RESOLUTIONS FOR THE ABATEMENTS OF PUBLIC NUISANCES IN ACCORDANCE WITH ORDINANCE 99-51, AS AMENDED – LEONARD WISNIEWSKI 56405240008; JESUS GOMEZ 62102840009; FILOMENO AND MARIA J. AVILA 35987920003; CLAUDE E. LA RUE 62092120004; LONNIE A. GRAY 36249600002; WILLIAM M. HOOVER TR 71380840003; WILLIAM M. STONESTREET 69810840006; CARLOS AND CLAUDETT CASAI 71379680009; CITY OF NAPLES 41046800003 – AS DETAILED IN THE EXECUTIVE SUMMARY

Item #16A2 – Moved to Item #10M

Item #16A3

RECORDING THE FINAL PLAT OF “ASHTON PLACE”, APPROVAL OF THE STANDARD FORM CONSTRUCTION AND MAINTENANCE AGREEMENT AND APPROVAL OF THE AMOUNT OF THE PERFORMANCE SECURITY – WITH STIPULATIONS

Item #16A4

REIMBURSING ROBERT MURRAY, COLLIER COUNTY PLANNING COMMISSIONER, FOR PARTICIPATION IN THE EDUCATIONAL WORKSHOP ENTITLED “SOUTHWEST FLORIDA: CAN NATURE SURVIVE OUR GROWTH?”,